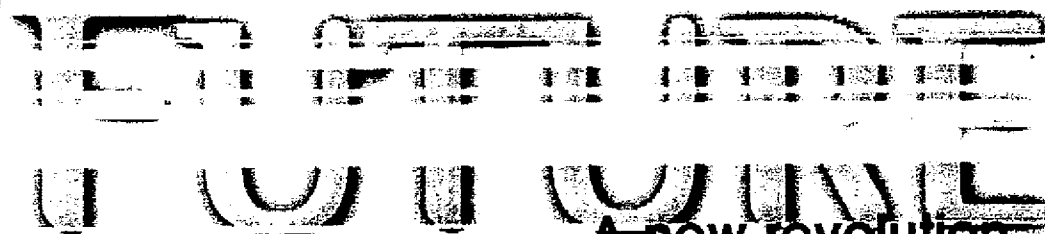


## **EXHIBIT II**



# Welcome To The

BY MARK BOURBEAU



## A new revolution

**T**he year is 1980 and the snowmobiling industry is graced by a revolution to the evolution in sled design since its invention some 26 years earlier. A new chassis design with independent front suspension and longer travel rear suspension obsoletes the conventional chassis with leaf spring front suspension and very limited travel—a welcome update that changes the complexion of the sport dramatically.

Now, 24 years later, it's déjà vu when once again a revolution to the evolution is brought to the table, the 2004 Ski-Doo Rev.

Even though we have seen the Rev

in race trim for a couple of years, and there was the MX-Z Rev and a late release Summit Rev last year, I consider 2004 the year of the Rev. Obviously, this is the direction Bombardier has chosen ... particularly when three out of five model lines for 2004 are being built on the Rev platform. And those three models have a total of 13 variations. With the numerous specific model and motor combos, bagging your desired ultimate setup is pretty much a given.

What's so special about the new Ski-Doo Rev, you ask? After six years of R&D, and millions of greenbacks spent on four hand-built prototypes,

this baby is oozing with technology and innovation.

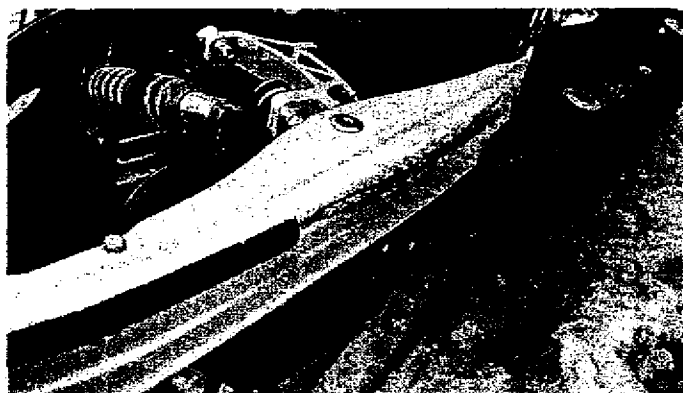
### From The Beginning

It all starts with a radically designed Pyramidal frame that was heavily influenced by motorcycle and race car designs. For snowmobile application, this new chassis is a double bonus. Not only is it lighter than any previous chassis, the torsional rigidity has set a new standard in the industry. The power plant is not attached to the floor of the bulkhead. Instead, it is bolted to an aluminum plate that is bolted to the sides of the bulkhead. This not only increases chas-



*(opposite page) You won't believe how easy it is to pull the Rev up to sidehill or slice through the powder. The sled is narrow, which helps, but it's also lightweight and its ergonomics make it a snap to sidehill. The 16-inch wide track helps, too.*

*We think one of the best features on the Summit Rev is the Mountain Skis. These skis offer positive steering on the trail, help the Rev hug a hillside and improve its turning in the powder.*



sis rigidity, it ensures perfect motor alignment.

The Rev tunnels and bulkheads are stamped out of stronger and thicker 2mm aluminum, eliminating the need for additional reinforcement and brackets. Also there are virtually no steel parts on this frame and all elements are either bolted or riveted, not welded together.

This modular design not only simplifies manufacturing, it makes repairs easier as bulkhead and frame components can be replaced as individual units. Even though the Summit sports a one-inch wider track than the other models, Bombardier was able to use the same width tunnel on all Revs. This chassis also has an increase in the rolled positioning of the drive axle to accommodate 10-tooth drivers, enhancing drivetrain performance.

The most outstanding feature is the mass centralization concept with a more forward driver position very similar to motocross bikes, street bikes and ATVs. Steering linkage being over

the engine facilitates the new riding position and the more central engine positioning, placing 80 percent of the machine mass (including rider weight) surrounding the drive axle compared to the ZX platform. The engine has been moved back 2.6 inches and lowered 1.25 inches with rider position being moved 12 inches forward and one inch higher on the MX-Z and nearly that much on the Summit.

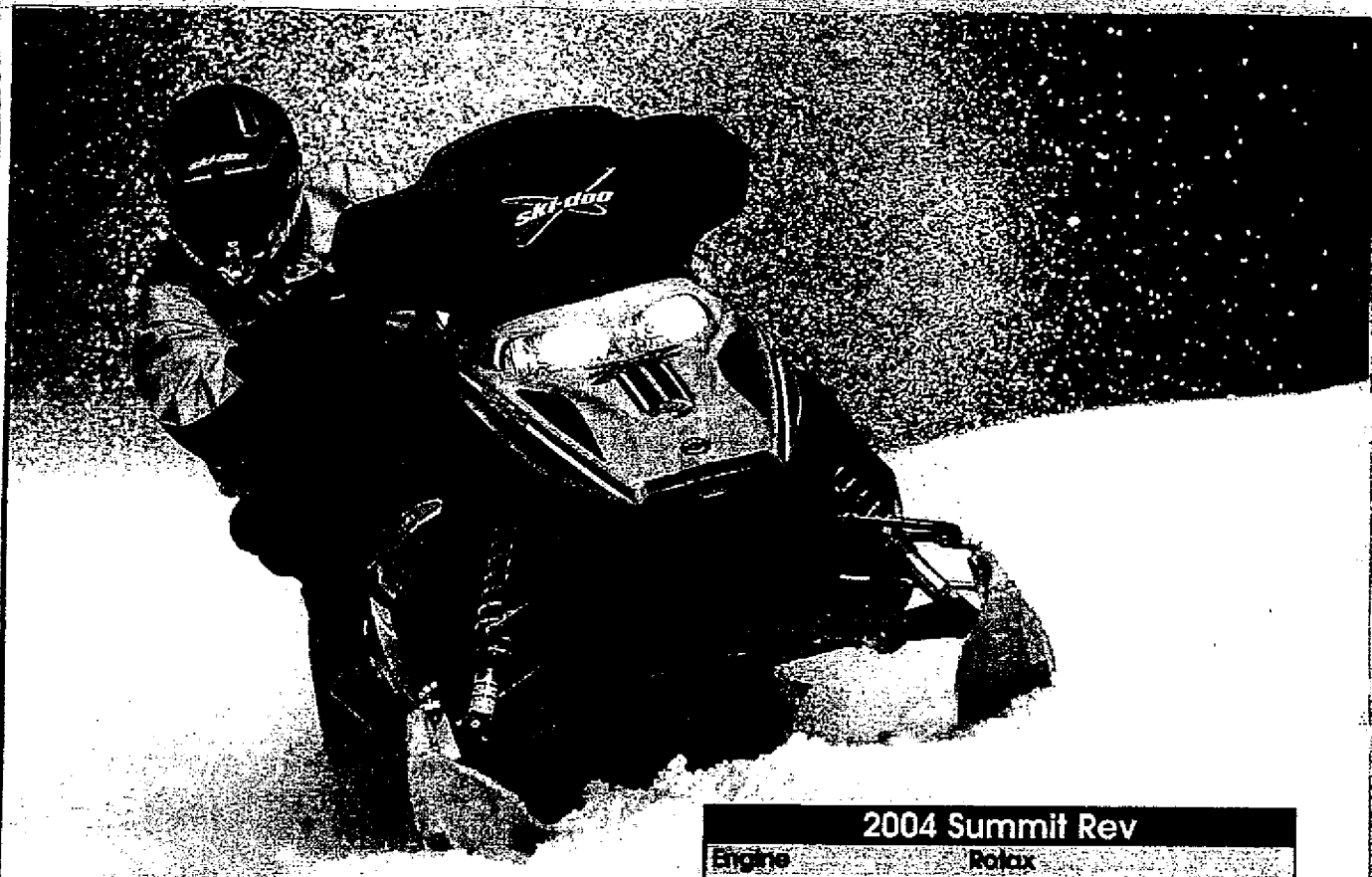
#### **Saddle Up**

Putting the rider in a more effective ergonomic position makes the Rev easier to maneuver while boondocking and better isolates the rider from the bumps on the trail. The Summit is an incredible experience with dramatically improved handling and responsiveness. Less rider input to get the Rev to do what you want equates to less driver fatigue and a ton-o-fun. The new hip above knee placement also makes the transition from sit to standup riding a lot easier, once again resulting in less fatigue and more fun.

If there is a drawback with the rider position on the Summit, it is coming down steep powder hills. This can be a bit humbling after just chewing it up and spitting it out on the way up, especially if there is a bunch of four-foot deep trenches from some maniacs trying to get where you just were. The nose of the Rev tends to want to dive instead of float. I feel the smaller rounded belly pan design attributes to this characteristic probably as much as the rider position.

A new chassis deserves a new front suspension and Response Angle Suspension (RAS) is it. This computer designed A-Arm front-end loves bumps and it doesn't matter what size or how close together. RAS moves at a 10-degree backward motion as it is being compressed through its downward travel, better dispersing forces to the shocks, springs and chassis, while at the same time, eliminating that dreaded "bump steer" syndrome.

I thought the steering on the protos felt very precise, maybe even a bit



much as it seemed a little heavy or aggressive in certain situations. Pair-up the RAS with the SC-10 rear suspension that is just as capable at eating bumps and you get an incredible ride. If you thrive on aggressive bumps riding, the Rev just begs you to turn up the wick as you sail through the rough. The Rev delivers a very athletic ride regardless of track length or model configuration.

#### Looks With Attitude

The styling of the Rev makes a bold statement in itself.

Since the Rev was designed to ride and handle like nothing else, then it had to look like nothing else. Bombardier engineers used a new edge design with several new concepts to the snowmobile industry, taking cues from the automobile industry like its instrumentation and electronic gauges all the way up to its wind-tunnel tested shape, aerodynamically balancing rider wind protection, stability at speed and top end speed.

The unified look has the hood, belly pan, instrument pod, seat and snow flap all part of the same design.

The sharp edges or lines that start on the hood continue through the seat, with most ending at a perspective point above the package by 20 percent in comparison to the ZX platform. (Under hood tuning and servicing is easier than ever with side panels that swing open or can be completely removed without any tools.) The overall design spares nothing with fit and finish that are unparalleled due to advances in computer design and quality materials.

The Rev also sports nifty little integrated features like a breakaway windshield, a headlamp height adjuster (a small knob under a side panel), an

overflow fuel tank design with three-liter cushion allowing for expansion, and many structural parts serving multiple functions, saving on complexity and weight.

#### 2004 Summit Rev

Engine	Rotax
Displacement	799.2
Horsepower	Approx. 140
Cylinders	2
Lubrication	Oil injected
Cooling	liquid
Ignition	DC mapped digital ignition
Carburetion	2 TM40 DPM
Exhaust	Single tuned pipe
Drive clutch	TRA III
Driven clutch	HPV VSA
Front chassis	Aluminum
Rear chassis	Aluminum
Ski stance	40-42.5 inches
Ski	Mountain Ski
Front suspension	R.A.S. A-arm with sway bar
Travel	9 inches
Rear suspension	SC-10 151 inch
Travel	14 inches
Track	16x151x2 inch
Brakes	Hydraulic disc
Fuel capacity	10.6 gallons
Length	126.6 inches
Width	44.8 inches
Estimated dry weight	493 lbs.

Last but not least, I have to brag about the track on the Summit. Once again Ski-Doo bucks an industry trend with the Pontiac concept that "wider is better." This was a very clever idea. Mountain sleds with longer tracks are getting so long that they are becoming a hindrance, whether it is storage, trailering or riding. The Rev's 16- by 144-inch paddle wheel is within a gnat's ass of offering the same footprint and floatation of the competitions 15- by 151-inch track. The wider and shorter track is definitely more maneuverable on and off trail than the narrower and longer tracks.

### Gone To Heaven

I encountered a personal experience last spring that not only sold me on this new track idea, but also demonstrated to me the durability of the Rev, structurally and mechanically.

I tagged up with a bunch of hooligans to go into the South Fork, CO. There is no doubt that we were in a snowmobiler's heaven when we got to timberline. But there was a 15-mile hellhole we had to go through to get there. I've been riding for 30-plus years and this was the most "tree bashing, creek crossing, log crawling, rock riding, stump jumping and snow slide skirting" I'd ever subjected myself to in one day.

We were no more than about a mile into paradise when we had a pony lay down on us. Usually these guys leave the sled and return with what it takes to fix the sled rather than trying to pull it out. But on this ride the decision was made to try and get this one out as far as possible.

If you have ever experienced pulling a dead sled out of the mountains, you know how taxing it is on the pulling machine. Sizzling clutches and blown drive belts, over-heating engines, ripped off rear bumpers and bent tunnels can be immediate side effects to the pulling machine. However, Tod Perdue and his 2003 Rev was up for the challenge, guaranteeing the group that he would get it all the way out. I said "no way."

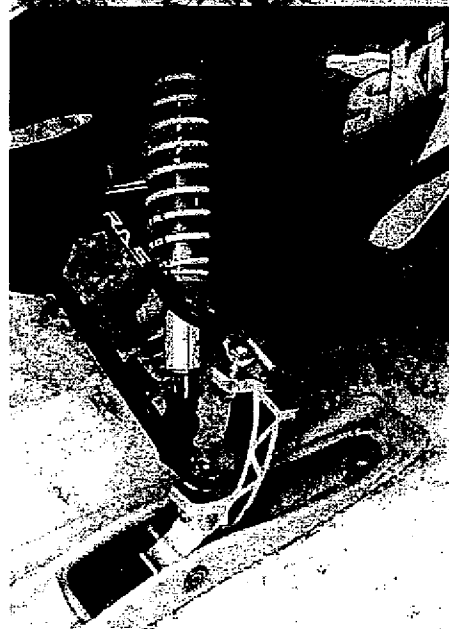
Later that day we were back at the pick-ups with the dead sled and several impressed snowmobilers. It was the first time in my experience riding this country that a dead sled was towed out with only one tow vehicle the entire way. While there was some savvy rid-

*Don't try this at home, but definitely go for it in the mountains and deep powder. That's what the Summit Rev was made for. It will handle just about anything you can throw at it.*

ing involved, the Summit Rev performed flawlessly and only suffered a bent back bumper.

The Ski-Doo Rev is definitely a confidence-inspiring piece, whether you're a trail rider, mogul nasher, boondocker or tow-truck driver.

I know it sounds like I am exaggerating when I describe its characteristics, but it's no flash in the pan. The Rev is for real. \*



*The front suspension, built around the Response Angle Suspension, features A-arms and motion control shocks. This suspension was tested on the snowcross track for a couple of years before making its way to the consumers. Consider it time well spent on the track.*